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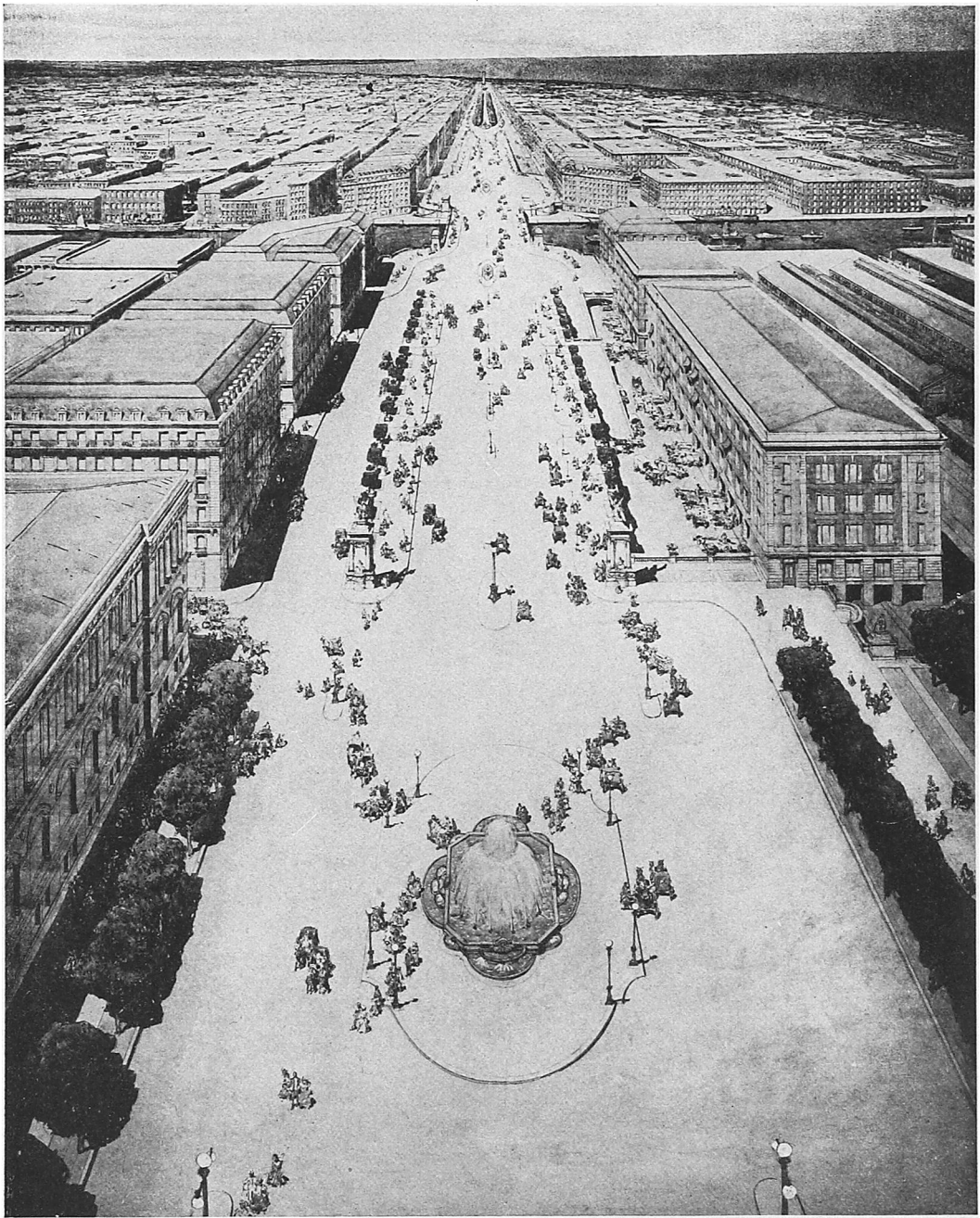
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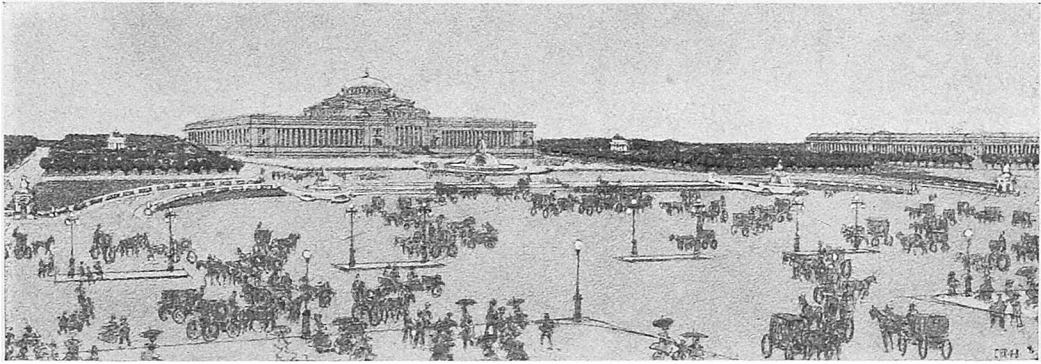
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PLAN OF BOULEVARD TO CONNECT THE NORTH AND SOUTH SIDES OF THE RIVER, VIEW LOOKING NORTH FROM WASHINGTON STREET—PAINTING BY JULES GUÉRIN.



THE PROPOSED PLAZA ON MICHIGAN AVENUE

“The Chicago Plan” — To Make Chicago Beautiful

By JAMES WILLIAM PATTISON

THE talk about “Chicago Beautiful” is an absurdity to a large number of inhabitants of this busy metropolis. The truth is that there are some who do not know what the words mean, having had no experience in things beautiful, as they have grown up amid more or less squalid surroundings. Some read about artistic cities and some have crossed the water to Europe and seen them, but many imagine that beauty and business can never go hand in hand. They think that the old countries of Europe, with the traditions growing out of the acts of an absolute government, which has said “Let there be beauty,” and dictated in an autocratic manner the placement and character of beautiful things, are the proper locality to seek for such things; and that republican America, which has no artistic traditions or public art, should be perfectly satisfied with simple financial prosperity.

This contingent of our population looks on coldly when the Chicago Plan is presented to them. It is the mission of people

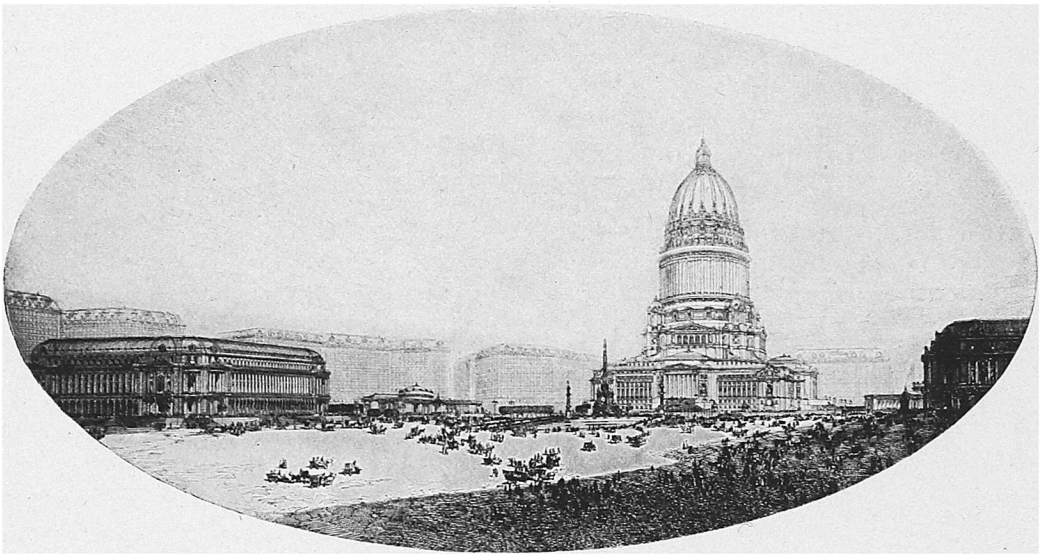
of cultivated taste, who have faith and foresight, to educate these doubting Thomases and change their ideas. The way to do this is to show them some striking example of betterment which will appeal to their partially developed sense of orderliness and propriety.

Everyone of us should know the propositions contained in the Chicago Plan. Briefly it is a scheme invented by certain distinguished people who see plainly the necessity of improving the avenues of circulation, in order to facilitate business, and of beautifying certain portions of the city in order to give the people (although they are now indifferent) opportunities for recreation and physical improvement, on the principle that “All work and no play makes Jack a dull boy.” That the people will immediately appreciate a betterment of conditions is very evident. They all do somewhat appreciate it now, but look upon it as an unattainable luxury.

Influenced by certain leading minds the

Chicago Commercial Club interested itself warmly in developing the thought, raised the necessary funds and appealed to the noted architect Daniel H. Burnham to develop a plan embodying the necessary improvements. The great architect responded cheerfully and, aided by Frank I. Bennett, caused very beautiful and elaborate maps to be made and perspective views, developed on large sheets of paper by the artist Jules Guerin and others. These imposing

and Walter D. Moody, managing director, and imposed upon them the duty of receiving this plan, and all that goes with it, on the part of the City of Chicago; the duties of the Commission being to educate the people of Chicago to an appreciation of its benefits and see to it that every effort is made to carry out the scheme. This Commission is composed of more than three hundred persons representing every phase and condition of Chicago life. The force of



THE PROPOSED CIVIC CENTER, CHICAGO. SHOWING THE GROUP OF SURROUNDING BUILDINGS CROWNED BY THE CENTRAL DOME

sheets are sufficiently voluminous to cover the walls of a large picture gallery. All who see them are carried off their feet in admiration, but shake their heads doubtfully, saying: "It is only a wonderful dream; we can never see this an actuality." This extensive array of illustrations was called for by Europe and made there an extensive tour in Germany and in England, everywhere exciting great enthusiasm.

Although so short a time has passed since the publishing of the Chicago Plan by the Commercial Club, His Honor the Mayor has appointed a Chicago Plan Commission of which Charles H. Wacker is chairman

this Commission has already commenced to carry out the plan, and it seems to be beyond a doubt that they will very soon show plainly to all inhabitants of the city so good an example of what they intend to do as to leave little doubt that everybody will fall in line and advocate the carrying out of the entire plan.

Even now the public school children are being systematically informed, through skilled lectures of the meaning of the Chicago Plan. These children will soon be men and women—citizens with responsibilities.

The Plan shows the manner of opening

new thoroughfares, vastly increasing the ease of communication from one part of the city to another, and simplifying the transportation of merchandise as well as the movements of people. It also considers the opening of breathing spots, opportunities for recreation, to the betterment of health and physical conditions, not to overlook the moral betterment of the denizens of congested districts.

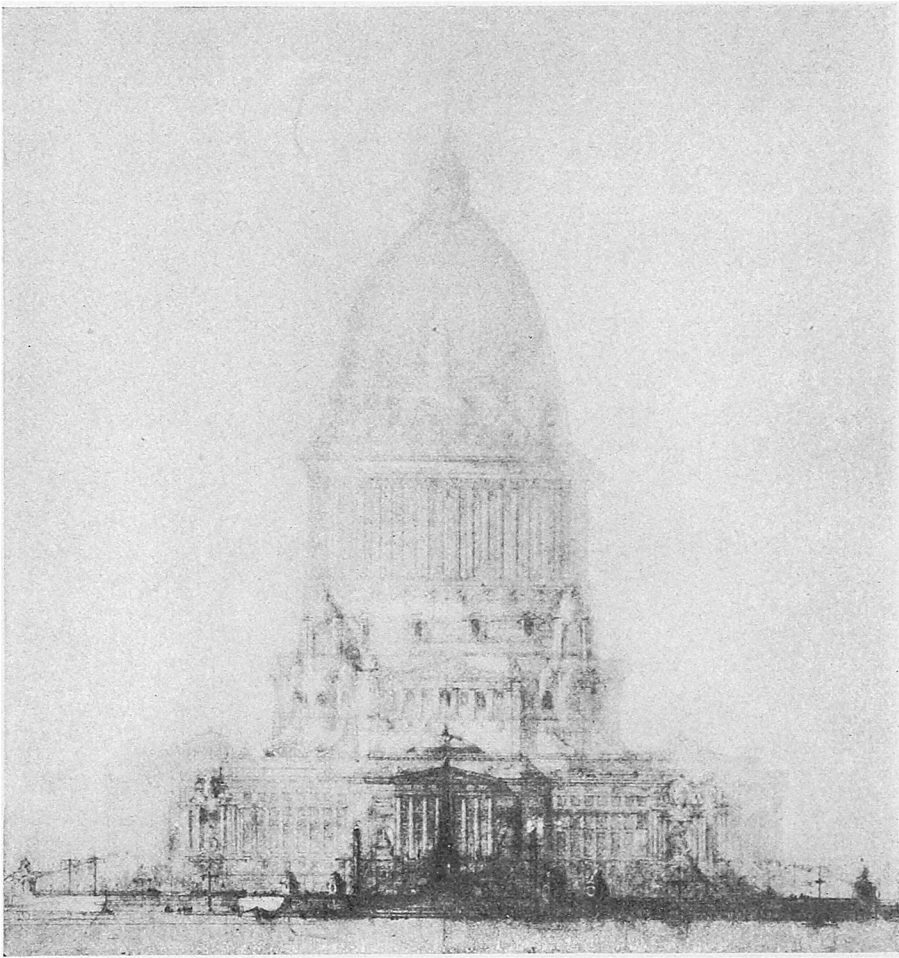
It is an easy process, when the country is flat, to lay out a city with streets at right angles to each other. Occasionally we find streets like Milwaukee avenue, Blue Island avenue, and North Clark street which cross all these rectangles in a diagonal direction. In other words they go directly to some point near the outer edge of the town, thus avoiding the necessity of going around two sides of every square. The Plan provides numerous thoroughfares shortening the distance from point to point and shortening the trials of everyone who travels more than we can appreciate, unless our memory carries us back to our boyhood and the joy we experienced in "cutting across lots." The time and labor wasted in zig-zagging around the corners of all squares is beyond computation. Of course, the gridiron plan is simple and economical in the laying out of city lots, but access to one of these "short-cuts" relieves mightily the nerves of drivers as well as the pocket books of the employers.

To cultivate patriotism, the love of the city because it is ours, there must be something impressive about the arrangement of its parts; to have some imposing spots awakens pride in all men. Therefore, it is the consensus of opinion, of all architects and students of the subject, that every city should have a "Civic Centre," a public plaza around which imposing public buildings may be arranged, a capitol building of imposing appearance which people may see and become proud of. It is well illustrated in the city of Washington by the lofty dome of our national capitol, and the impressive

proportions of the building and the ample wooded approaches to the same. Can Chicago have such a capitol building? Certainly it can and as every school child meets the picture of our national centre with enthusiasm so will the people of Chicago admire their own civic centre. During the civil war, as marching regiments approached the city of Washington and caught a glimpse of the lofty dome of the capitol in the hazy distance their hearts were strengthened and their tired bodies were restored, as they thought of all things which the monument suggested to them. All monuments make a powerful impression on the minds of men and women.

It has been found that Congress street, running east to west is the natural centre of Chicago, and Halsted street running north and south is another centre. The Plan contemplates the widening of Congress street to a fine thoroughfare as far as Halsted street, and there creating a plaza in which shall be the capitol of Chicago with its attendant public edifices. Thus from the centre of Grant Park to this lofty dome there will be found the nucleus to all this scheme of improved thoroughfares.

One of the crying evils of our present condition is the lack of proper communication between the north and south sides of the river, near its mouth. Supposing that Michigan avenue is to be the main thoroughfare of the city, its usefulness is largely destroyed, north of Randolph street, by its narrowness, and the unendurable confusion where the only river crossing exists by means of Rush street bridge. Though this is one of the roomiest bridges it is required to transfer vast swarms of vehicles, largely heavy goods wagons, but also every light carriage or automobile coming from or going to the north side. On one hand there is a serious hindrance of business, and on the other the ugly condition of driving a handsomely finished vehicle, many times filled with ladies, which have to run the risk of catastrophe, or at least damage, from

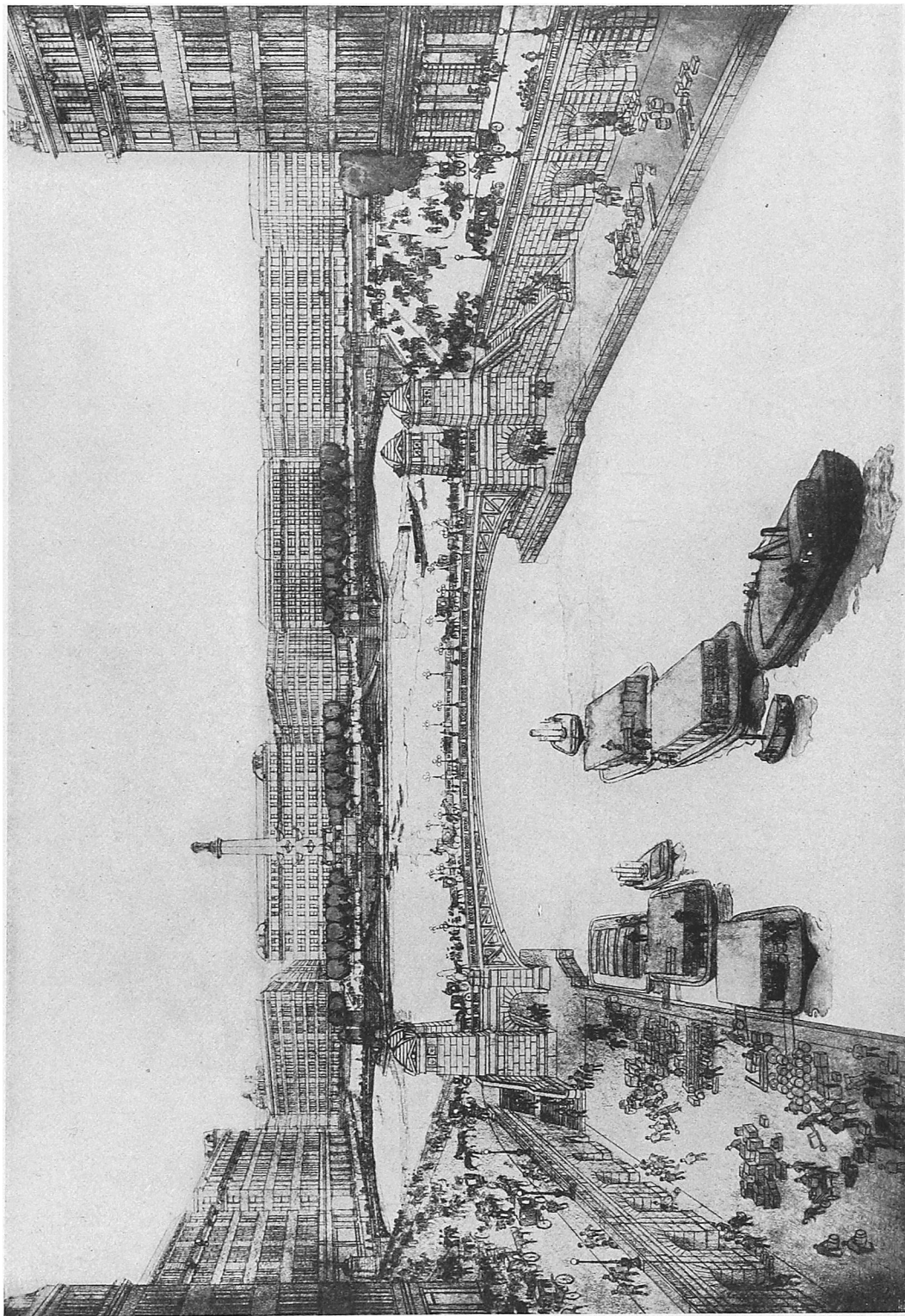


*STUDY FOR THE DOME OF THE PROPOSED CIVIC CENTER
From a Study by Jamin*

ponderous transportation wagons. It is too much for human patience to endure. Also there is a similar congestion of several streets, right near the bridge, bearing east and west traffic carried in ponderous vehicles from the steamboat wharves to the city and from city to steamboat wharves. Of course, blockades are numerous, dangerous and very injurious to business.

It is proposed in the Plan to widen Michigan avenue, through several blocks north of Grant Park, from Randolph street north to the river. An ample slice will be taken from the buildings on the east of the avenue to secure this increase in width. This will

still leave to the buildings east of the avenue sufficient space for carrying on many sorts of practical business. In this widened street an elevated roadway will be constructed, from building line to building line, making two roadways, one below and one above, and both these roadways will lead to a new double-decked bridge. To the north the same construction will continue and be carried to Chicago avenue, Pine street being widened to meet the necessity. Of course, all heavy teaming will be carried underneath this elevated structure going on the lower deck of the bridge, or else passing through to the mouth of the



VIEW LOOKING NORTH OF THE SOUTH BRANCH OF THE CHICAGO RIVER SHOWING THE SUGGESTED ARRANGEMENT OF STREETS AND WAYS FOR TEAMING AND RECEPTION OF FREIGHT AT DIFFERENT LEVELS

river. By this arrangement the serious congestion will be avoided and all light vehicles will have a roadway to themselves. The elevated part of the street being set apart for light passenger traffic will leave the lower portion free for either the passage or the loading and unloading of heavy merchandise. It will be an ideal locality, protected from the weather, for loading commodities carried in stock. It is not at all impossible that should the elevated roadway be made beautiful that there might be built on it handsome hotels and retail stores. It is a pleasure to state that the property owners hereabouts have given their hearty consent to this arrangement. The entire length of this elevated structure from Randolph street to Chicago avenue will be but a trifle short of one mile.

Although this plan to afford easy intercommunication between north and south seems so practical and easy of accomplishment, and is so urgently necessary, certain people, who rarely traverse this section, object strenuously to spending money that will not benefit them personally. One of the daily news sheets never loses an opportunity to impress upon its readers that the double roadway will benefit no one but the owners of automobiles and aristocrats in fine vehicles. This is to forget the vast array of men and women who come in from the west and south of the city to the Loop to do their day's work. They themselves may never use the bridge, but the customers upon whom they depend, and cannot get along without, do bring business and money to these dependent wage earners. If this arrangement facilitates the entry of these customers into the heart of the city it will facilitate the spending of money and increase the business for which the wage-earners are looking. However, it may be delayed and embarrassed by this opposition; but there is hardly a doubt that it will be carried out as planned.

So far as we have described the Chicago Plan it is easy to see that it has been shaped

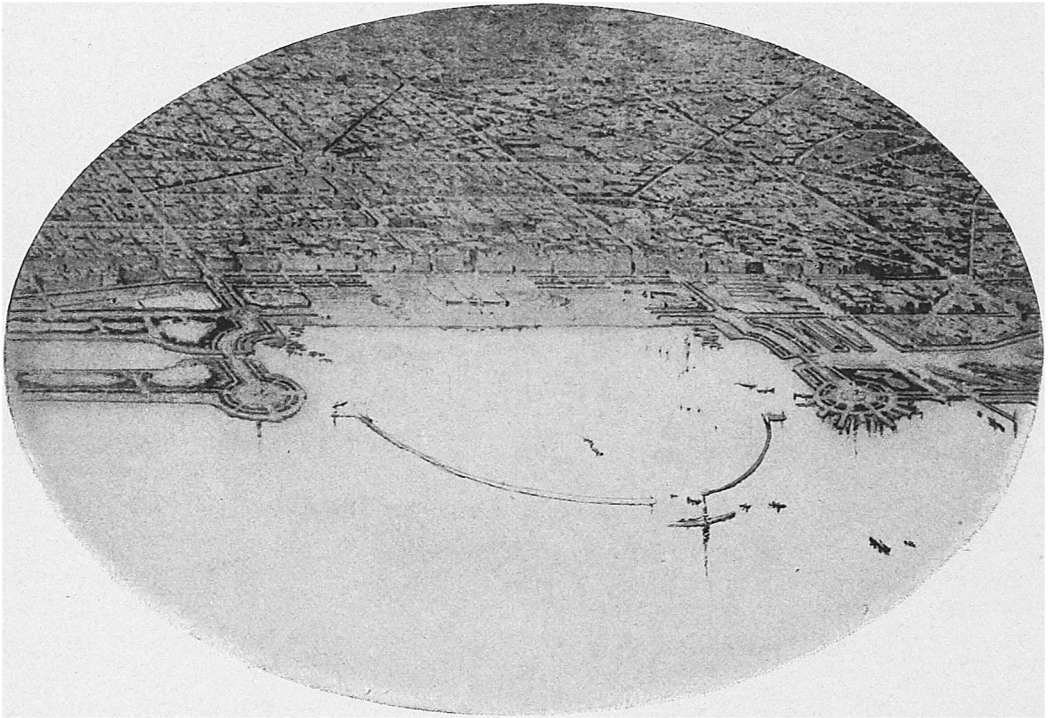
largely by utility. Now we are face to face with the study of betterments for beauty's sake. Beauty is of no practical use except as it promotes happiness and in this case happiness has for its fellow, health; and these are really good business assets. It is considered in the world that a powerful ox is just an ox, of no earthly use excepting to strain his muscles; and being of an amiable disposition with but little ambition oxen are exceedingly convenient to own. However, if you replace the oxen with horses their happiness becomes a very vital feature. The temperament of a good horse has to be studied and cultivated and they must have cheerful light, and sufficient warmth, else they become failures. Fresh air as well as oats, affectionate handling and much sweet talk are essentials to the development of horse character. He is a brutal teamster who neglects his horses' moral uplift. If we expect the dumb animal to respond to decent treatment and make themselves of more use to us, what shall be said of human beings. Indeed, it is a sad fact that many employers study more the upbringing of their horses than to the moral development of their human employees. It is much the same with the former colored slaves who were tenderly cared for because they were property, but left to self-destruction after the interests of property rights had ceased to exist.

Human nature is generally tyrannical and even now in these days of universal freedom, many thousands of people are treated like slaves. Were their employers also owners of these flesh and blood individuals they would strive harder to better them. And all this is pretty widely acknowledged in civilized countries as well as some barbarous lands. And thus we are led up to the proposition that money be spent in improving the physical and moral character of the poor people. The greater the number of small parks the larger the number who can find recreation in them. The larger the number of extensive parks, where peo-

ple may gather in large numbers, where extensive sports may be organized, where impromptu games can be pulled off, where there shall be swimming and boating, regattas and the like, sane excitement and health giving variety, the happier, because healthier, will the multitude be.

There are two places where these conditions may be made to exist. One is the chain of small parks following the charm-

numberless groups having a splendid time, staying all day, having brought with them a goodly supply of provisions. Chicago intends to capture these lands before the intrusion of house builders has entirely destroyed their value. There is very little picnicking along the lake shore. Too many wealthy villa owners, to the north of us, have enclosed the lake shore for their own benefit; and the lake shore immediately in

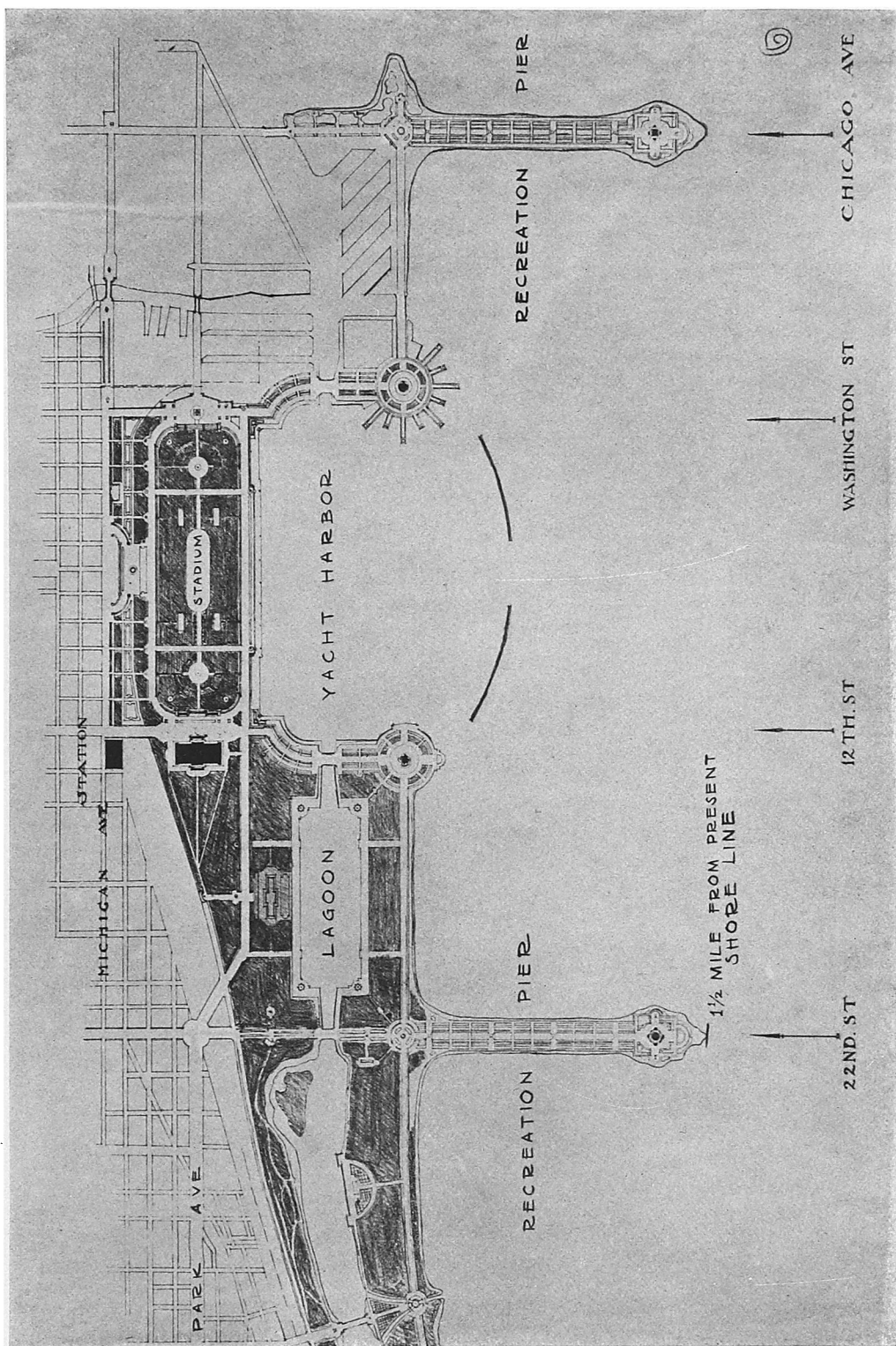


*THE CENTER OF CHICAGO LOOKING WEST SHOWING
GRANT PARK, THE HARBOR AND THE CIVIC CENTER*

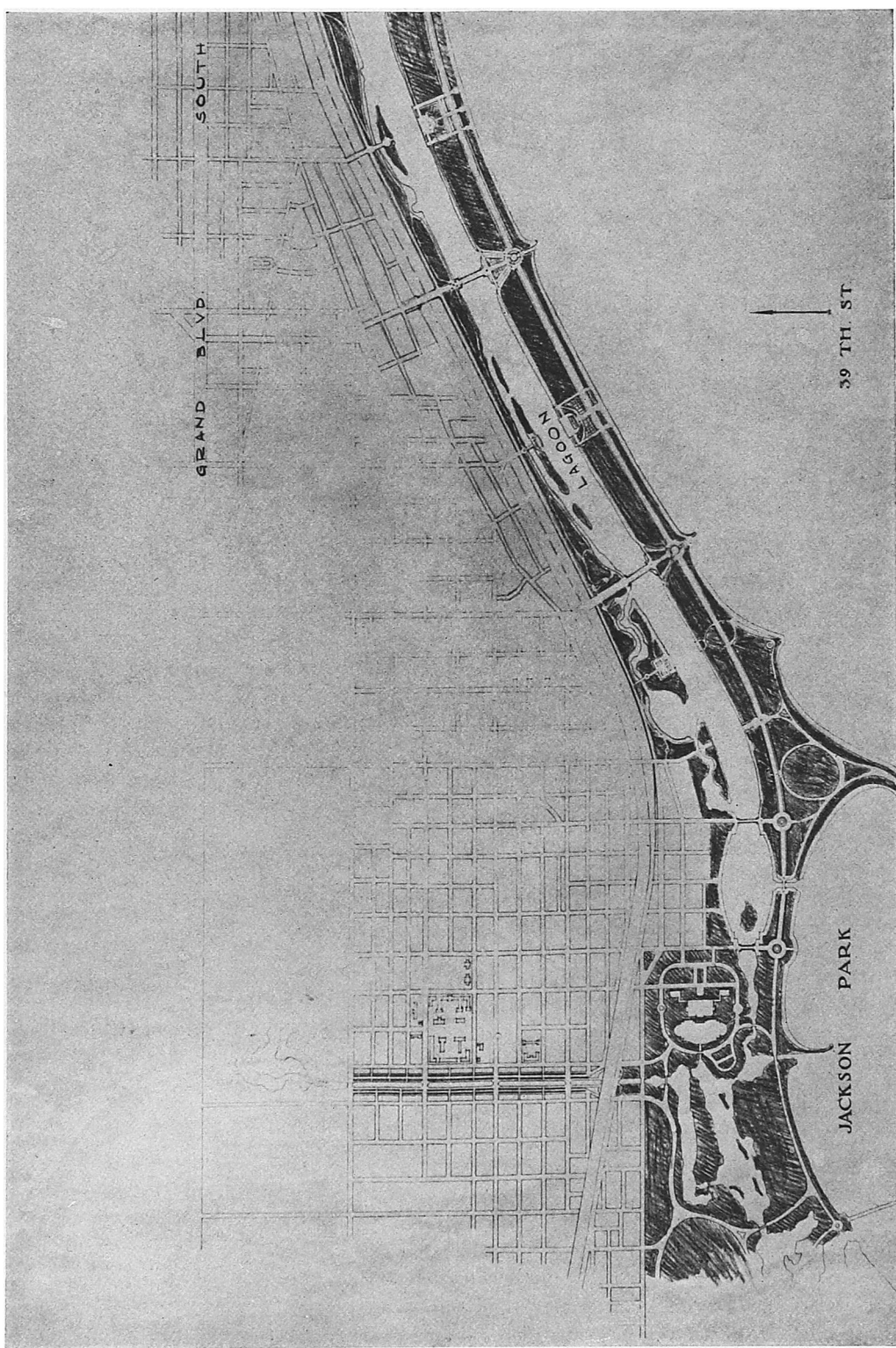
ing, half-wild lands west, north and south, outside the city, from Lake Michigan on the north to the lake on the south. The other is the proposed wooded island, to be built out into Lake Michigan, parallel with the shores and leaving a strip of water from Grant Park to Jackson Park.

For very many summers anyone looking for fresh air and wandering about amid the bushes and under the trees of these wild lands outside of the city, which will presently become small parks, may have seen

front of the city is not as yet available for pleasure grounds. The Chicago Plan proposes to build a long island all along the shore leaving a lagoon of still water between the island and the shore the entire distance, as already mentioned. The waters of Lake Michigan are here quite shallow and it would be easy to create here an island-park, grassy, tree-grown and inviting, crowded with people watching the regattas on the lagoon, or some other sport, or amusing themselves in their own good way.



SECTION 1 OF THE LAKE SHORE PLAIN FROM CHICAGO AVENUE ON THE NORTH TO 35TH STREET ON THE SOUTH, PROPOSED ISLAND PARK AND LAGOON; ALSO FIELD MUSEUM AND NEW ILLINOIS CENTRAL RAILWAY STATION AT 12TH STREET



SECTION II OF THE LAKE SHORE PLAN SHOWING CONTINUATION OF PLAN FROM 35TH STREET TO JACKSON PARK

happy in the freshness and freedom. The island, while supplied with good roads, will not be laid out for the sole benefit of automobile speeders.

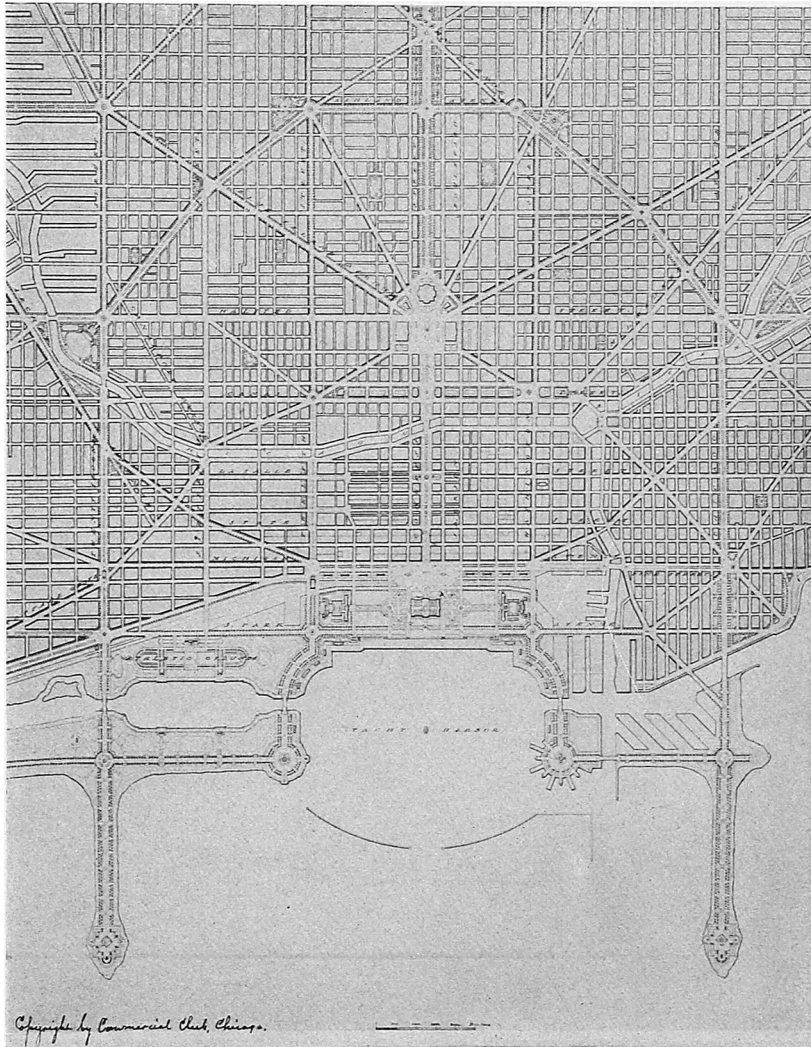
The width of this island-park will be six hundred to a thousand feet. Lake Michigan surt will pound noisily or lap tenderly its outer shore and the long lagoon will furnish a contrast of placidity and gentleness. The island-park and lagoon will end at the north extremity of Jackson Park. This southern park fronts the lake with a concave outline. It is proposed to construct over against it a group of islands, which will form natural barriers, to break up the waves of the lake so that between them and the shore there will be still water. These little islands will also furnish delightful excursions to picnickers who desire to go sailing but must have a destination in view. So we will find already made for us a delightful yacht harbor. A quite similar scheme will be the creation of small islands off the north shore towards Wilmette: nor can anyone predict today what may be the final termination of this scheme. When the movement is once started nothing can check its progress as the years roll by.

Of course there must be bridges, especially on the long lagoon, at certain convenient intervals, and these may be artistic. By artistic bridges it is not necessary to understand highly decorated forms. Carvings and statuary may certainly be used, if we like, but a perfectly plain bridge, if artistic in proportion, and charming in line, may be seriously artistic. It is strange how few designers of bridges have any sense regarding beauty of line. There are so many bridges which demand our admiration for their engineering virtues, while the men who made them had not even the most limited idea of graceful lines. It is entirely possible that we should be saved the infliction of monstrosities, because the men in charge of this sort of structures are very enlightened in bridgework, and might cultivate good taste.

Perhaps you never thought of it, but the shores of Lake Michigan are desperately monotonous. The edge of the land touching the water, in this neighborhood, is a clay bank, from which the waters have licked every suggestion of variety. Looking at the map we become aware of the extraordinary lack of inlets and projecting capes. Southern Lake Michigan lingers in the lap of the prairie and the monotony of the prairie has shaped the shore of the lake. It is not even as dignified as the boundlessness of the great meadow prairie. The creation of these islands, small ones or long ones, the yacht harbor at Jackson Park, the yacht harbor at Grant Park with its various adjuncts, the recreation piers and groups of islands, will call forth blessings and hymns of praise from thousands in future generations. It will bring to the monotonous shore a pretty restlessness, a healthful variety; and, faith we need it.

Considering the difficulty which the city of Chicago has had in maintaining bathing beaches along the city front these islands and lagoons will solve the problem, and be free from interference by touchy land owners or ever-fastidious householders. The new islands will be public property and far enough from overlooking windows to give the children very great liberty. Here small boys and girls can paddle in the still waters, of the lagoon, while strong men and boys can run across to the outside shore and breast the roaring main of the lake.

By the way, where is the dirt to come from for building all these islands? Were it a hilly country we could dig away any useless knob and have the material at once: but as Chicago is flat, it would seem as if she scarcely had dirt enough under her to forbid a lake incursion to swamp the city. Strange as it may seem, there is a mass of city waste produced each year, which has to be thrown away at considerable expense. This waste has already been sufficient to raise Grant Park out of the water and it is



THE CHICAGO PLAN OF THE COMPLETE SYSTEM OF STREET CIRCULATION, RAILWAY STATIONS, PARKS, BOULEVARD CIRCUITS AND RADIAL ARTERIES, PUBLIC RECREATION PIERS—TREATMENT OF GRANT PARK—THE MAIN AXIS AND CIVIC CENTER

still overabundant. It is loaded on fleets of scows and floated out to deep water in the lake. This procedure is already dangerously shallowing certain waters in front of the city, and likely to interfere with the movements of the deep draft vessels. Also it results in an undesirable enrichment of our drinking fluid; nor does any alcoholic dilutions of this enriched fluid decrease the danger from it. Aside from the refuse from the streets there is the dirt from the

dredgings of the river, from the excavation of the coming extensive subways, from the deep cellars of sky scrapers; altogether quite enough to construct the islands. There is enough of this material to make thirty acres of islands each year. All along the outrageously abused shores of the great drainage canal there still lie mountains of barren earth. It would not cost much to transfer this earth from ugliness and to build it into beauty. It could all be brought

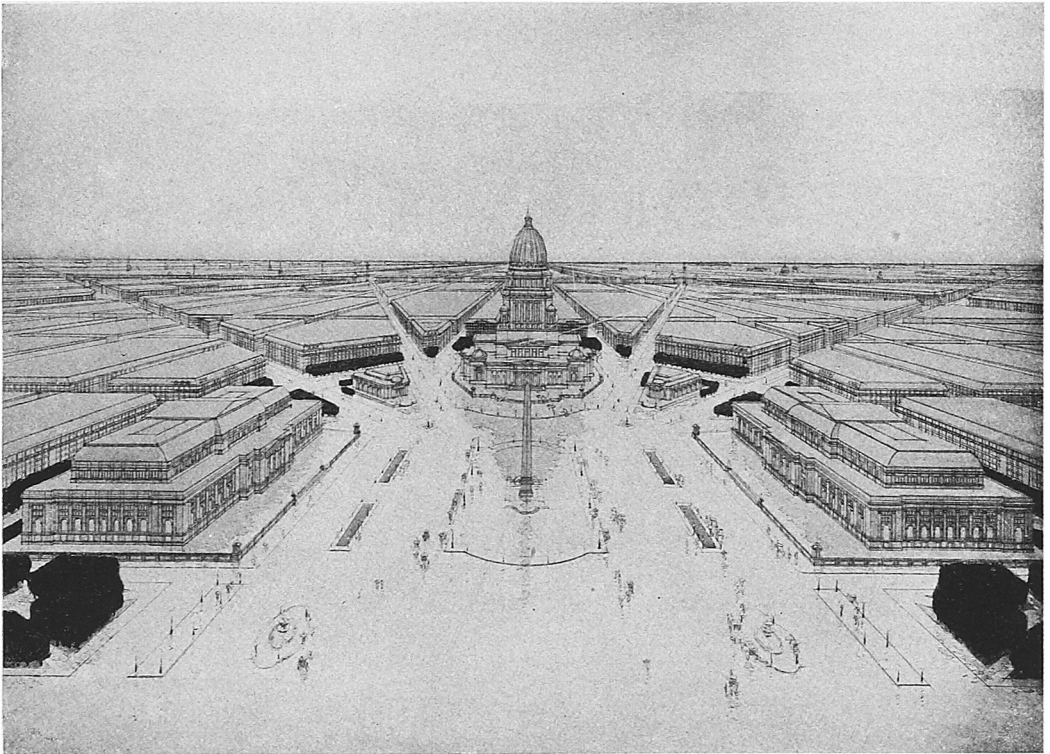
in by water, even to the Lake Michigan shore.

It is evident that with these conditions the extensive fillings will cost but very little. The street and dredging refuse can be as cheaply dumped on the long island park as to be towed out to deep water. Also we may recollect that at the time of the building of the World's Fair it was the intention to make those long hollows in the Midway deep enough to receive the waters of Lake Michigan, thus forming a beautiful lagoon. This is to be done, now, and the large quantity of excavated earth from this point must be disposed of somewhere; why not on the island-park in Lake Michigan?

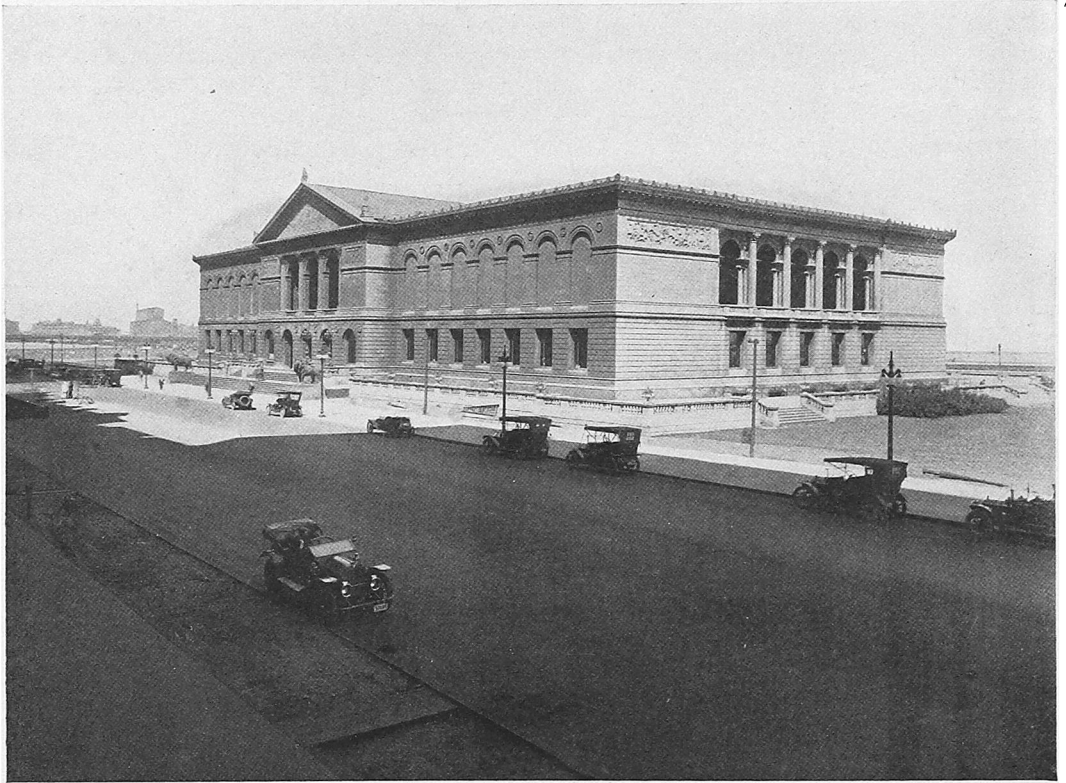
As yet nothing has been said about the increase of Chicago's harbor facilities. Doubtless the river will remain, as it has for a great many years, the principal scene

of the freight handling, and indeed it is an immense advantage to deliver freight in the heart of the city following the course of the river. But there has been a loud call for wharfage somewhere along the edge of the lake. There will be undoubtedly some sort of lake front harbor constructed. As a general rule such freight wharves are built in haphazard manner, growing much as weeds grow, irregularly, as seeds may happen to find a convenient sprouting place. The Plan is so schemed as to make these wharves attractive as well as perfectly adapted to the purpose for which intended.

At the northern end of the yacht harbor, at Grant Park, exactly at the mouth of the river, will be a circle of long piers forming many slips radiating like spokes. Here all passenger and excursion steamers will find berths. The point will be easily accessible



VIEW LOOKING WEST OF THE PROPOSED CIVIC CENTER PLAZA AND BUILDINGS SHOWING IT AS THE CENTER OF THE SYSTEM OF ARTERIES OF CIRCULATION AND OF THE SURROUNDING COUNTRY—FROM PAINTING BY JULES GUERIN



THE ART INSTITUTE, CHICAGO. FROM A RECENT PHOTOGRAPH

—Courtesy Rand-McNally Souvenir Guide to Chicago

and nothing forbids the planting of trees and placing of seats about the centre of this circle. Trees about steamboat landings are by no means an unknown luxury in the world, but the location as here laid out will be almost unequaled for convenience and beauty. There are now a number of wharves used by lake steamers, but they are arranged without system and not convenient. From the mouth of the river northward as far as Chicago avenue there is a great space of new made land, and there is already a vigorous call for a well-laid-out row of piers to be used by freight ships for the landing of merchandise. It is declared by those who have studied the subject that here can be furnished all the wharfage that Chicago will need for a great many years.

Of important features in this connection no mention has been made of two

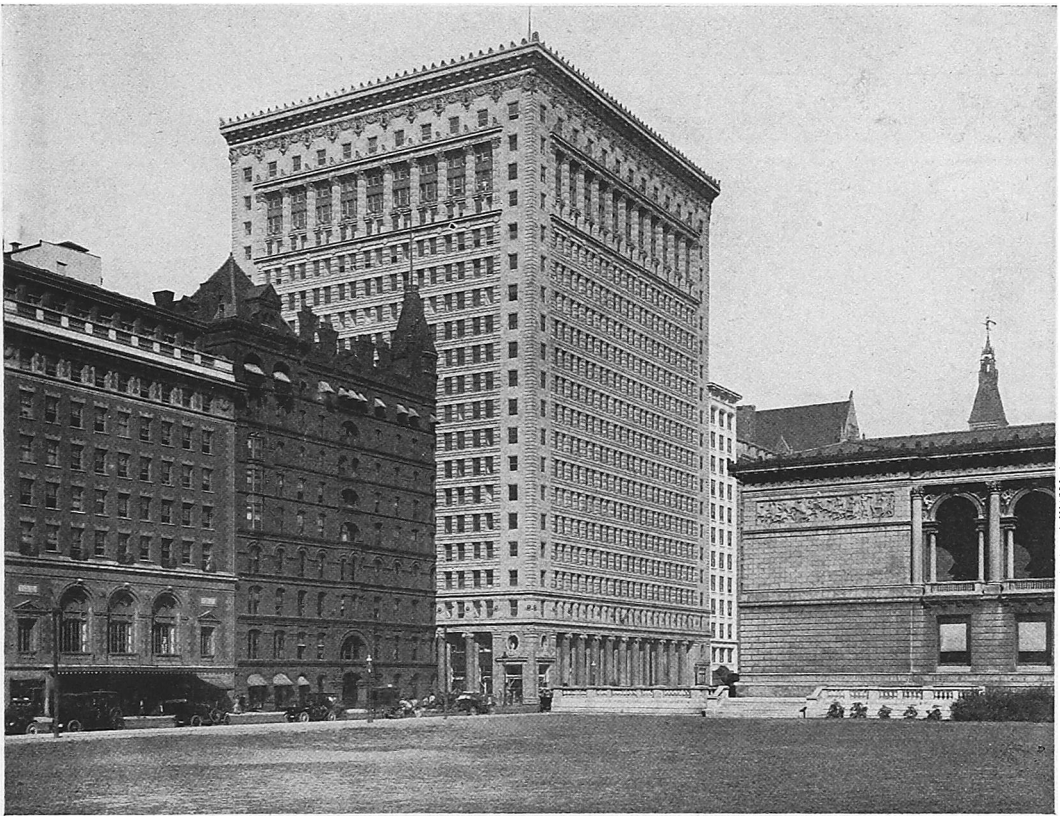
long, slender recreation piers projecting about a mile out into the water. One of these is to be built at Chicago avenue, the other at Twenty-second street, the space between them being nearly two miles, and these will be equi-distant from the centre of Grant Park. These piers will bear grass and trees and seats and shelters, all for the convenience of the ever surplus population: a retreat from the heat of the city and a place to revive one's self in the lake breezes. At the extremity of each of the piers a lighthouse will send out its friendly glow to the approaching mariner, and these long arms will fend the incoming waves in tempestuous weather. All these beautiful improvements do seem like a dream of fancy, but we have already seen a World's Fair built in Jackson Park, and we called that a dream, which it was, because fragile and temporary. This will be a similar outcome

of a fertile fancy, a dream to enrich our waking hours and stay with us many livelong days.

The reason for placing these two piers at Chicago avenue and Twenty-second street, equi-distant each from Grant Park, is easily seen in examining the maps in the Plan. The street planning, as has been said, contemplates a widened avenue along Congress street west to the civic centre, at Halsted street. In the same manner Twenty-second street is about to be widened directly west to Halsted street and beyond. From the crossing of these two streets with Halsted street, diagonal streets are carried westward, these crossing a mile west of the civic centre. These are a part of the diagonal system facilitating inter-

course. In the same manner nine radiating streets are thrown out like the spokes of a wheel, the civic centre being the hub. Some of these are drawn to the eastward, some to the north, the west and the south, in regular radiation. It will not take much study of the map to make plain the extraordinary completeness of this system of diagonal streets.

That there should be a series of wide streets from the lake front westward is evident to anyone who studies the matter. In order to make a commencement of the carrying out of the Plan, a good many changes will be made at the point of contact at Twelfth street with Michigan avenue at the southern edge of Grant Park, at which point a very considerable rearrange-



A SECTION OF MICHIGAN AVENUE AND ADAMS STREET SHOWING ORCHESTRA HALL—THE PULLMAN BUILDING—THE PEOPLE'S GAS LIGHT AND COKE CO.'S BUILDING—CORNER OF ART INSTITUTE

—Courtesy Rand-McNally Souvenir Guide to Chicago



SCENE ON MICHIGAN AVENUE FACING GRANT PARK
THE FLACKSTONE HOTEL SHOWN IN FOREGROUND

—Courtesy Rand-McNally
Souvenir Guide to Chicago

ment is about to be undertaken. The first step toward this will be the widening of Twelfth street west to Halsted street, making it a combination of business street and pleasure drive. This is now arranged in detail and will be, beyond a doubt, undertaken directly. The Plan contemplates the placing of as many railway terminals as possible touching on the south side of Twelfth street. It is expected that the number of buildings called for will occupy a considerable space on this street. Even the Illinois Central station will be on the southern edge of Twelfth street.

In rearranging this land immediately south of Grant Park a most interesting bit of history was enacted. Since the decisions of courts forbid the building of the Field Museum in the centre of Grant Park, east of the Illinois Central Railroad, the Museum authorities have negotiated with the South Park Commissioners for a site in

Jackson Park and the arrangements have been consummated. However, though it may have been the part of wisdom to exclude the Museum from Grant Park, it has been sorely regretted that the Museum must be banished to a point so far from Chicago's centre. To still bring the Field Museum toward the centre of the city has been a subject for study these many months.

It so happened that Mr. Chas. L. Hutchinson, President of the Art Institute, desiring to enlarge the art building, proposed that there be carried over the Illinois Central Railroad tracks a wide gallery bridge, to give access to a new building on the east side of the tracks. In a long talk with John Barton Payne, President of the South Park Commission, in regard to the extension of the Art Institute, the placement of buildings about Grant Park was discussed in all its features. Among other things

Mr. Hutchinson suggested that if the piece of land facing Twelfth street and looking northward through all of Grant Park, now occupied by the Illinois Central Railroad station, could be vacated, it would form a superb site for the Field Museum, built facing north and overlooking the entire open ground. Thus Mr. Hutchinson invented the really practical solution of the difficulty. This would be a superb location for the Museum building, infinitely better than in the centre of Grant Park.

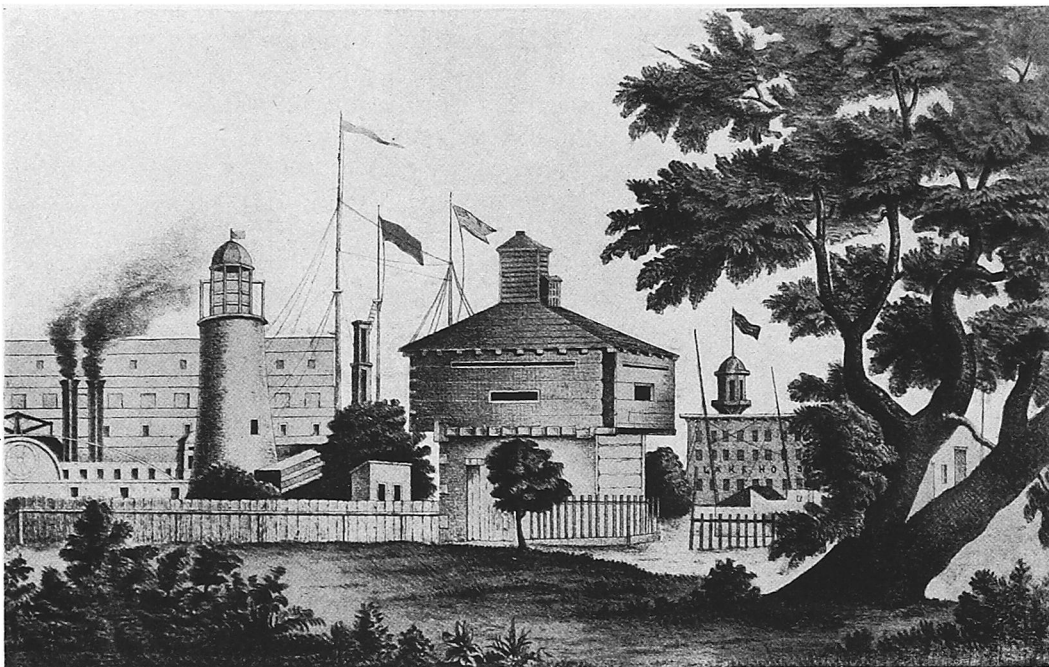
These two gentlemen were so impressed with the thought of changing this part of the ground that they at once consulted the President of the Illinois Central Railroad, Charles H. Markham, whom they found remarkably broad-minded and in every way a delightful gentleman with whom to discuss improvements. It was proposed in these consultations to tear down the still new and valuable station of the railroad, thus vacating the land, to rebuild the station on the southwest corner of Michigan avenue and Twelfth street. Also to do some filling and make other changes in the shape of the land, so that the Museum might have ample opportunity to erect its new building here instead of in Jackson Park, and the surroundings could be made beautiful with trees and ornamental features. The Illinois Central Railroad was given the privilege to widen its right of way, by filling out into the lake, in compensation for its surrender of the land to be occupied by the Museum. The city was to be approached regarding the vacating of certain streets and alleys at this point, and other essential details. When this carefully detailed plan was placed before Mayor Harrison, his Honor at once perceived its virtue and gave to it a cordial approval. At the present writing the proposition is in the hands of the Chicago City Council. All its legal and practical bearings are being carefully studied and it seems hardly possible that there should be any failure.

This appears to be one of the most ex-

traordinary illustrations of the workings of many minds, all uniting in the common purpose, putting behind them many temptations to secure personal advantage. Full of practical common sense these four parties, the Museum, the Park people, the Railway managers and the City fathers, and moved by a desire to do the right thing, actually united each to help the other; is not this a record to be proud of? The accompanying map at the point where Twelfth street impinges on Grant Park explains itself; the beautiful colonnaded facade of the Museum will form the southern boundary of Grant Park. An ornate railroad station will be built over against the southwest corner of Grant Park, and all that select bit of land will be made beautiful and inviting.

It may be asked: "Will not this new piece of land become a part of Grant Park and will not the prohibition, enforced by Montgomery Ward against building upon Grant Park destroy this delightful project?" The prohibition regarding the building on Grant Park ceases at Twelfth street. While this new site for the Museum will in reality form an addition to Grant Park, in the eyes of the law it will be a separate property. Also, it seems fortunate that the people will be allowed to create a stadium where it was originally proposed to place the Museum, because Montgomery Ward is really very liberal in his feelings; and because the stadium will be placed in one of the sunken gardens, and will be a series of peristyles of no great height.

This very earnest and now promising project for the betterment of Chicago has an interesting history. Some fifteen years ago the celebrated architect, Daniel H. Burnham, commenced to talk seriously, both in private and public, of improving the water front of Chicago. He even went so far as to lay out on paper the form of the long island-park and the enclosed lagoon between Grant Park and Jackson Park. He showed these plans to many people and in many places. It was looked



OLD FORT DEARBORN, 1856—FORMERLY SITUATED ON THE SOUTH SIDE OF THE CHICAGO RIVER AT MICHIGAN AVE. AND RIVER ST., SOUTH APPROACH TO RUSH-ST. BRIDGE

—Courtesy Rand-McNally Souvenir Guide to Chicago

at with a dreamy interest by many important people who admired, but did not act.

Mr. Charles E. Norton, now of the First National Bank of New York and recently in a cabinet position in Washington, was at that time President of the Commercial Club, and he lost no opportunity to interest the club members and others in the scheme, pushing it forward very materially. In the meantime, Edward Burgess Butler, the well known merchant, became warmly interested and caused to be formulated a legislative enactment for presentation at Springfield, giving the South Park Commissioners the right to acquire certain improved, or submerged shore lands for park purposes; providing for the payment thereof and granting such commissioners certain rights and powers, and to riparian owners certain rights and titles. This received legislative approval and was signed by Governor Deneen in 1907. Mr. Butler did not succeed in procuring this enactment without

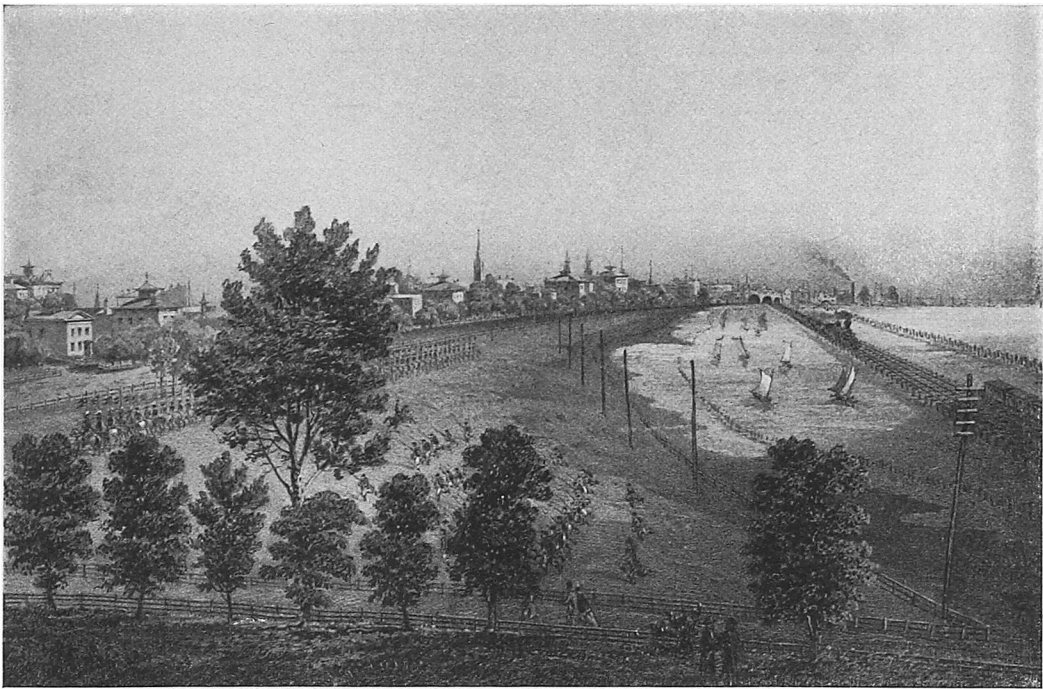
a hard struggle and many personal appeals, because he found at Springfield so mild a faith in the possibility of making any use of this right, and because of very great indifference to the whole subject. Even Governor Deneen, liberal man as he is, refused for a long time to be identified with any such park schemes. But, when the Governor's signature was finally signed to the document, the way was opened for the development of the Plan in the way we are trying to describe. It is due to at once give the greatest credit to his Honor, Mayor Harrison, to the chairman of the Harbors Committee, Alderman Long, and to Corporation Counsel Sexton. Though he has kept himself in the background, Stanley Field, President of the Field Museum Board, has given his enthusiastic support on the part of the Museum. Hon. Franklin MacVeagh, former Secretary of the Treasurer at Washington, stirred up the Commercial Club on this subject, in 1901, as well as Charles D.

Norton, of the Merchants' Club, which later became merged in the Commercial Club, and Frederick A. Delano worked with the others for the City Plan. Charles H. Wacker, Chairman of the Chicago Plan Commission, and Walter D. Moody, the General Manager, are at this moment energetic promoters of this improvement.

In order to make clear to us the wonderful improvements which have come to Chicago since the days of its youth, let us picture the condition of the baby city in 1834 when there were ten buildings along the river side near its mouth, if we may use the word buildings as applied to a little series of one-story huts of the most temporary construction, and two meager affairs with a second story, the commercial activities represented by a prairie schooner and three yoke of oxen, its lake flotilla, several small canoes and its traveling facilities one horseman. Look at the present Michigan avenue as it was in 1864. There we see a rough lake shore and the militia holding a drill

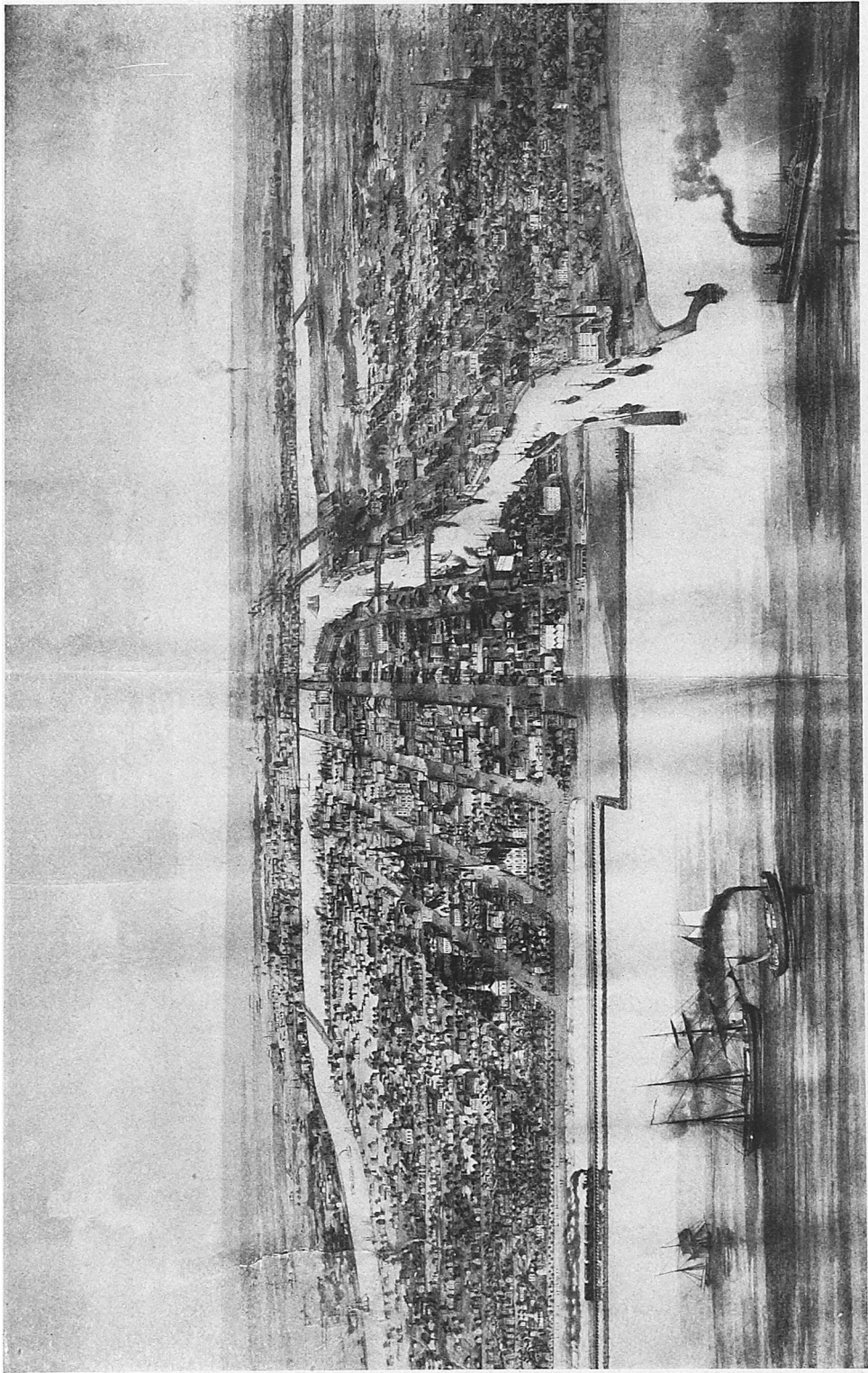
party, when there was no Grant Park; the present beautiful street a mere wagon track, when the Illinois Central Railroad sent its trains out of the old three-arched stone depot, and the surface south to Park Row was a bit of accidental lagoon with unkempt edges.

This entire surface was neglected, ugly and of no use to anybody. We are presenting pictures of Michigan avenue as it appears today. The old ragged lagoon is now a part of Grant Park; where the old cart tracks bordered the meager buildings is now a wonderfully pleasing city front. Anyone familiar with the city can pick out in this picture various superb structures mounting eighteen, twenty and twenty-two stories in the air. The speed with which these improvements have been made is a matter for astonishment. Indeed it is but a very short time since Grant Park was filled with earth, and but yesterday the avenue itself was in a shocking condition. Those who have watched the widening of



MICHIGAN AVENUE FROM PARK ROW IN 1864

—Original Owned by The Chicago Historical Society



—Original Owned by The Chicago Historical Society

A BIRD'S-EYE VIEW OF CHICAGO IN 1846

that boulevard, the creation of its broad sidewalks, have daily wondered at the speed of it all. Indeed the improvements are still going on so rapidly that we cannot keep pace with them, and the earth is scarcely yet solidified under the new pavements. The buildings which, but a short time ago, were disreputable have been replaced by magnificent structures as if by magic. The ill-paved boulevard, where no man guided a pleasure vehicle, if he could go anywhere else, suddenly became a splendid promenade, so abundantly patronized by handsome automobiles as to require watchfulness, discretion and alertness, aided by many efficient crossing policemen, in order to cross from side to side.

However, there are strange incongruities still remaining. If the City Plan is carried out in ten years, and we at that time study a photograph of the north end of Michigan avenue and the surface of Grant Park as they now are, we will find it hard to believe that such conditions as now exist could have been true. The picture of this region taken in 1864 will scarcely astonish us more ten years from now than the picture of forty years ago. There are still four blocks where Michigan avenue foots at the river which narrow the avenue until it is so congested as to delay business and menace the safety of everybody. It is directly beside the spot where the old three-arched station stood. So deplorable is this location and so beautiful will it be when the Plan is carried out, that we again compare the old pictures with the new.

In comparing the buildings of Chicago as they are growing today with the old ones we present, showing the corner of Clark and South Water streets in 1864, we can see the nature of the ambitious structures of that day, and very promising they were. The street seems in the picture, to be very crowded with people and traffic. The buildings on South Water street are, generally speaking, no better now than they were then. But the seemingly lively busi-

ness going on about them at that time has given place to the congestion which everybody can see of a forenoon today. I am not sure that there is any scheme in the Plan for a new market, but we will have one some fortunate day in the future; because the food market must keep pace with the rest of the city. In the picture, the five story buildings seem bordered on a very wide street. How narrow would it look were it lined with sky scrapers. For the sake of this interesting subject we present a bird's eye view of the Chicago river as it appears in 1846. Then there was little West Side and the city proper lay between the river and south to, perhaps, Jackson Boulevard. It then was like an open village. On the north side, the country was like a heavily arborescenced park with a certain number of excellent residences scattered about.

The Illinois Central still used its old viaduct over the water and there were eight bridges crossing the stream, only two of them connecting the north and south sides. It was a haphazard, big village and it has remained haphazard in the way it happened to grow. It is by such comparisons as these that we comprehend what Chicago has been and by the study of the Plan what it may become. Our illustration here of the proposed elevated "connecting link" shows the Public Library on the extreme left and a magnificent array of buildings both right and left; also two magnificent monuments in the centre of the thoroughfare just before arriving at the proposed two-story bridge. If this appearance of magnificence looks like foolishness to people of little imagination it may be replied that it is no more wonderful than the development of Michigan avenue as we now see it, all created in about ten years. To be sure there are no fine monuments on either side of Michigan avenue, but if we oversleep some morning we may awaken to find them already built. Chicago has so proved her ability to better herself rapidly that we can



CORNER CLARK AND SOUTH WATER STREETS IN 1861

—Original Owned by The Chicago Historical Society

well believe that anything may happen.

Among our illustrations is a delightfully elaborated scheme for beautifying the spot where the north and south branches of the river unite, forming a basin of very considerable size. It illustrates how the banks of the Chicago river may be made beautiful by a raised embankment for ordinary comers and goers, and a lower level, immediately by the water, where commerce operates unobstructedly and merchandise passes through the numerous arches to the basements of the buildings. This also illustrates the manner of beautifying a bridge. It is here represented as a fixed bridge, but were it a lift bridge its appearance would scarcely be changed. Should anyone object to the grandiose buildings represented here and cry out "impossible," we would say to him: "Look and see Chicago doing this same thing every day of the year and think in how short a time the whole aspect of the

loop section has been changed since we went to lunch yesterday."

It is hardly necessary to explain the view looking north on Michigan avenue from the new Blackstone Hotel, but the picture is presented to bring the facts of the improvement of Michigan avenue distinctly before the public. As this view is of the west side of the avenue the Art Institute, on the right hand, does not appear but we can easily imagine its effect on the landscape. The view of Michigan avenue and Adams street shows us the south end of the Art Institute opposite the enormous and elaborately finished Gas Light Company's building and, on the left, the Pullman Building and the Orchestra Building. To compare this array of buildings with the neglected land beside the old pool is certainly a great recommendation for city improvement, although it is but a beginning.

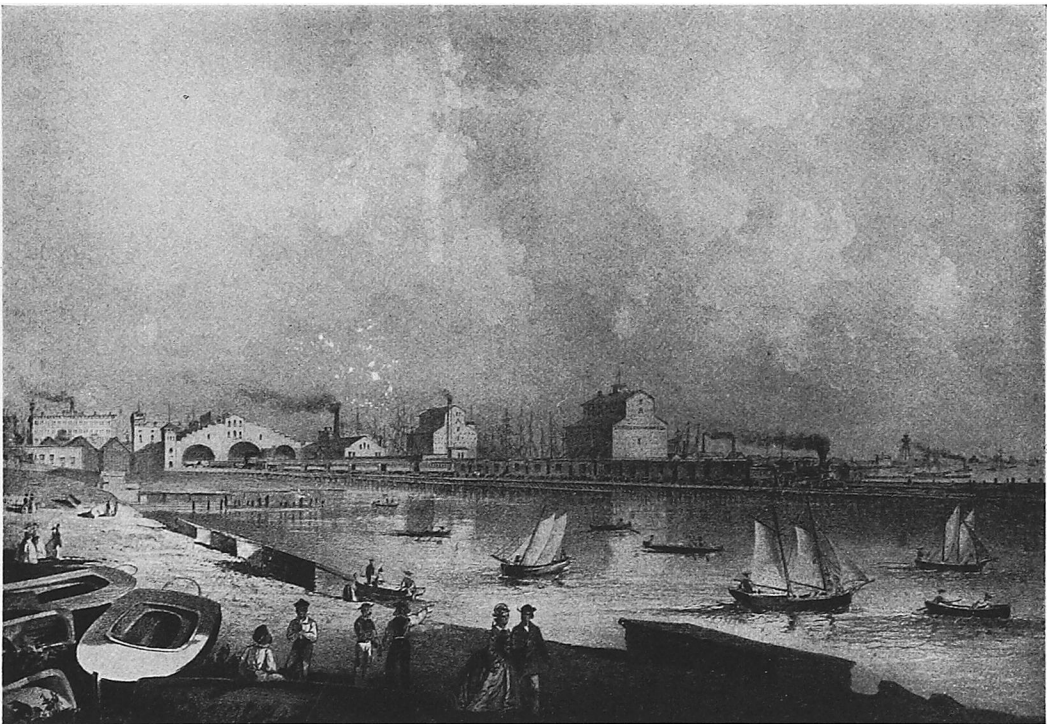
In studying the bird's-eye sketch view

so skilfully rendered by the artist, Jules Guerin, and comparing it with the map of the supposed island-park, we have a still clearer idea of the situation. In the extreme lower corner the round point with radiating wharves to be set aside for lake going passenger and excursion steamers immediately joins the great series of wharves for the benefit of freight boats extending northward to Chicago avenue. On the right is Grant Park and in its center, just at the edge of our picture, may be seen the proposed Field Museum; which, however, can never be built there. The Field Museum, as now proposed, can be placed close by the extreme far away corner, and the island-park with its bordering lagoon and its recreation pier, stretch themselves far away to the south. This bird's-eye view and the plan of the same should be carefully compared. There are many buildings shown in Grant Park, which, as represented, can never exist, because of the court decisions

determining the sacred character of park soil. As has been said the prohibition ceases at Twelfth street, the southern boundary of Grant Park. We can build as we like south of Twelfth street.

In addition to the proposed improvements for the city proper, the Calumet area is kept in mind, the reclamation of the low lands to the south of Lake Calumet, also to surround this water by a belt of woods. Essential driveways through this territory, connecting with the center of the city, are arranged for, and other betterments to relieve the sordid practicality of this center of industry.

The spirit of improvement is not confined to Chicago. There are fifty-eight cities in America cultivating plans. Some of them contemplate radical alterations; civic centers, parks and means of communication. Also, Berlin, Vienna, London and Paris are about to make secure their surrounding woodlands, and save them for the free use



GREAT CENTRAL DEPOT GROUNDS, WITH ENTRANCE TO HARBOR, ABOUT 1864

—Original Owned by The Chicago Historical Society



WALTER D. MOODY
Managing Director Chicago Plan Commission

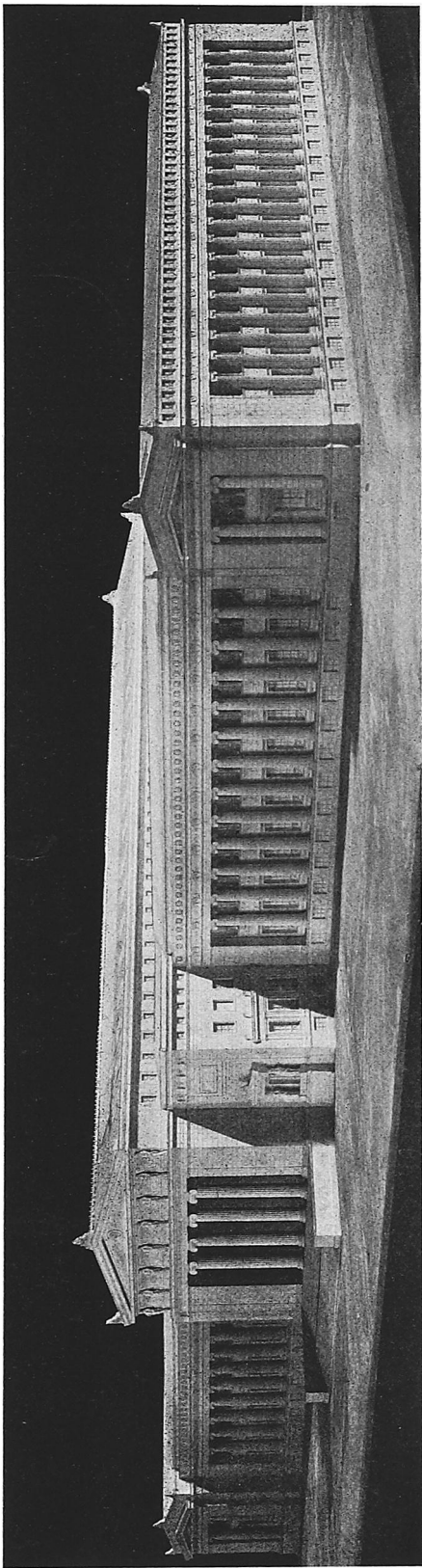


CHARLES WACKER
Chairman Chicago Plan Commission

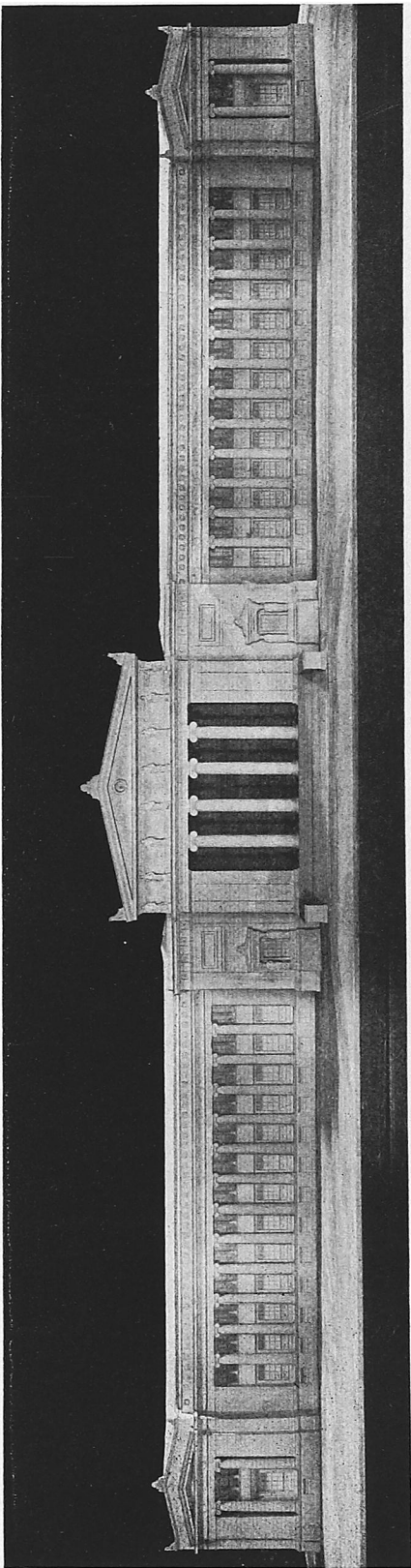
of the people. Berlin has about the population of Chicago, and is rapidly growing. She proposes to reserve seventy-five thousand acres of outlying forest and to propose is to do, in Berlin. Chicago's present and actual park area is 3,200 acres; the new Plan will immensely increase this. Our city is, in number of inhabitants, the second, but in park area the seventh.

Can these magnificent schemes ever become realities? Certainly they can. While we look for opposition and retarding circumstances, it seems quite impossible that Chicago will persist in blinding her eyes to these necessities. Let us be patient! Paris took fifty-seven years to carry out the

Housemann plan, but continuously worked at it, though delayed by the change from imperial to republican forms of government. These improvements have proved of enormous financial benefit; so that the Chamber of Deputies has voted an expenditure of \$180,000,000 more, in order to work for fifteen more years, at another scheme of betterment. Berlin is planning a project which will require sixty years for its completion. Remember that Berlin is now the same size as Chicago, and expects to count its people as numbering 10,000,000 in the not distant future. History proves that such good works are a paying investment.



PERSPECTIVE VIEW OF NEW FIELD MUSEUM OF NATURAL HISTORY



FRONT ELEVATION OF NEW FIELD MUSEUM OF NATURAL HISTORY